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a plurality of computer terminals operative to transmit and receive the vehicular data so that the plurality of [system] vehicle dealership users are capable of transmitting to each other and receiving from one another both the vehicular characteristics data units and the vehicular financial data units, the vehicular data being exchanged within a time period during which the prospective customer remains at the dealership.

REMARKS

Claims 1, 2, 5-8, 10, 12, 13 and 17-30 are pending in the application. By this amendment, claims 1, 2, 12, 23, 28 and 30 are amended.

Applicants appreciate the Examiner's non-final second office action as well as the Examiner's thorough search and consideration of the application.

I. RESPONSE TO FIRST REJECTION

The Office Action rejects claims 1, 2, 5-8, 10, 21-30 under 35 U.S.C. §103(a) as unpatentable over Berent et al. (U.S. Patent No. 5,774,873) in view of Giovannoli (U.S. Patent No. 5,758,328). The rejection is respectfully traversed.

Claim 1 is directed to a vehicular data exchange system adapted for use to exchange vehicular data relating to a vehicle and includes a plurality of computer terminals

and a processor in communication with the plurality of computer terminals. Vehicular data include both vehicular characteristics data units and vehicular financial data units. Claim 1 recites that each computer terminal includes an input device and a display device for visually displaying the vehicular data inputted into respective computer terminals. Claim 1 further recites that each of the computer terminals is operative to transmit to each other and receive from one another both the vehicular characteristics data units and the vehicular financial data units for display on respective display devices. Claim 1 also recites that vehicular characteristics data units are inputted at any time into any selected one of the computer terminals and are transmitted immediately thereafter to remaining ones of the computer terminals for display on respective ones of the display devices associated with the remaining ones of the computer terminals.

A. EXHIBIT 1 HELPS EXPLAIN CLAIM 1

Exhibit 1 attached hereto and illustrated with Sample Scenario 1 and Sample Scenario 2 is used to assist in the explanation of the recited features of claim 1. In Sample Scenario 1, computer terminal C1 is the selected one of the computer terminals and computer terminals C2 - C5 are the remaining ones of the computer terminals. In Sample

Scenario 1, it can be said for explanation purposes that C1 acts as an auctioneer or seller at a vehicle auction while C2 - C5 act as bidders or buyers for the vehicle being auctioned. Note, in Sample Scenario 2, computer terminal C3 is the selected one while C1, C2, C4 and C5 are the remaining ones. Thus, C3 acts as the auctioneer or seller while C1, C2, C4 and C5 act as bidders or buyers. As would be understood by one of ordinary skill in the art, these two sample scenarios demonstrate that all computer terminals C1 - C5 can act as both auctioneers/sellers as well as bidders/buyers.

B. EXHIBIT 2 HELPS EXPLAIN PRIOR ART

As illustrated in Exhibit 2, the applied art teaches a computerized auction system in Berent et al. and a computerized quotation system in Giovannoli both of which use a hub and spoke computer terminal system which has a hub computer terminal H and a plurality of spoke computer terminals Sp. In the auction system of Berent et al., the hub computer terminal H is designated as an auctioneer and the plurality of spoke computer terminals Sp are designated as bidders. In the quotation system of Giovannoli as shown in Fig. 1, the buyer computer terminals and the seller computer terminals are the spoke computer terminals Sp and

either one or both of the system central computers is the hub computer terminal H.

C. ANALYSIS

As stated in the Office Action, Berent et al. fails to teach a processor for controlling data inputted into any selected one of the computer terminals (as recited in claim 1). Giovannoli fails to cure this deficiency of Berent et al. Further, Giovannoli does not teach or suggest that each of the computer terminals has a display device for visually displaying the vehicular data inputted into its computers as recited in claim 1. Particularly, there is no teaching or suggestion that the hub H, the system central computer, has a display device that displays inputted vehicular characteristics data units or vehicular financial data units. Assuming arguendo that the hub H of Giovannoli has a display device that displays inputted vehicular characteristics data units, there is no reason or purpose why the hub H, the system central computer, would transmit such data to both the buyer computer terminals and the seller computer terminals. Sending data of a buyer's nature or a seller's nature to both buyer computer terminals and seller computer terminals, i.e. to the spokes Sp, makes no sense. Specifically, what use is the response

data to the hub computer terminal H? Thus, none of the applied art, alone or in combination, teaches or suggests a processor for controlling data inputted into any selected one of the computer terminals.

Furthermore, without such display device for displaying the inputted vehicular data, Giovannoli also fails to teach or suggest that each of the computer terminals is operative to transmit to each other and receive from one another both the vehicular characteristics data units and the vehicular financial data units for display on respective display devices as recited in claim 1.

Additionally, there is no teaching or suggestion in Giovannoli that data can be inputted into the hub H, the system central computer, for display of same on its display device and then transmits the data to the spokes Sp, both buyer and seller computers. Such function is recited in claim 1.

In short, none of the applied art, alone or in combination, is capable of selecting any one computer terminal for display of the vehicular characteristics data units on its display device and for transmission of this data for display on the remaining computer terminals as recited in claim 1. The hub and spoke systems described in

the applied art, alone or in combination, do not teach or suggest the features recited in claim 1.

Furthermore, claim 1 is amended to clarify that each of the computer terminals is operative to transmit to each other and receive from one another both the vehicular characteristics data units and the vehicular financial data units for display of the same on respective display devices. Also, claim 1 is amended for clarity purposes that after the data is inputted into the selected one of the computer terminals, it is transmitted immediately to the remaining ones of the computer terminals. None of the applied art teaches or suggests these features.

The impact of "any selected one" of the computer terminals recited in claim 1 and the other independent claims is significant. One way this impact can be understood is by way of an analogy using elimination of computer terminals. For the claimed invention, by eliminating "any selected one" of the computer terminals shown in Exhibit 1, the claimed invention continues to operate. For example, eliminate C1 and a skilled artisan would appreciate that C2-C5 remain operative. Then, eliminate C2 and the skilled artisan would appreciate that the claimed invention remains operative for C1 and C3-C5 and so on. For the prior art, by eliminating the hub as

the "any selected one" of the computer terminals shown in Exhibit 2, the prior art systems are rendered inoperable.

Without such teachings or suggestions, one of ordinary skill in the art would not be motivated to combine the teachings of the applied art because combining such teachings would not result in the claimed invention. Thus, for at least the reasons discussed above, claim 1 is allowable over the applied art.

Claims 23 and 28 are directed to vehicular data exchange systems adapted for use to exchange vehicular data relating to a vehicle and include a plurality of computer terminals and a processor in communication with the plurality of computer terminals.

Similar to claim 1, claims 23 and 28 recite that a plurality of computer terminals with each having an input device and a display device for visually displaying vehicular data inputted thereinto. Claims 23 and 28 further recites that each of the computer terminals is operative to transmit to each other and receive from one another both the vehicular characteristics data units and the vehicular financial data units for display on respective display devices. Also, similar to claim 1, claims 23 and 28 recite that the vehicular characteristics data units are inputted at any time into any selected one

of the computer terminals and are transmitted immediately after being inputted to remaining ones of the computer terminals for display on respective ones of the display devices associated with the remaining ones of the computer terminals. The above reasoning that claim 1 is allowable over the applied art is also applicable as to why claims 23 and 28 are allowable over the applied art.

Further, claims 23 and 28 are amended to clarify that vehicular financial data units are inputted into at least a responding one of the remaining ones of the computer terminals in response to the vehicular characteristics data units displayed on the display device of the at least responding one of the remaining ones of the computer terminals and are transmitted immediately after being inputted to the selected one of the computer terminals for display on the display device associated with the selected one of the computer terminals.

Additionally, claims 23 and 28 are amended to clarify that each of the computer terminals are operative to transmit to each other and receive from one another both the vehicular characteristics data units and the vehicular financial data units for display on respective display devices. As discussed above, the applied art fails to teach or suggest that each of the computer terminals, i.e.,

the hub H and spokes Sp, are operative to transmit to each other and receive from one another both the vehicular characteristics data units and the vehicular financial data units for display on the display device of the hub computer terminals.

Furthermore, claim 28 is amended to clarify that the vehicular characteristics data units are inputted at any time by an inquiring human operator into characteristics data fields for display on the display device of any selected one of the computer terminals and are transmitted immediately after being inputted by the inquiring human operator to remaining ones of the computer terminals for display on respective ones of the display devices associated with the remaining ones of the computer terminals.

Also, claim 28 recites that the vehicular financial data units are inputted by a responding human operator into a financial data field for display on the display device of at least a responding one of the remaining ones of the computer terminals in response to the vehicular characteristics data units displayed in the characteristics data fields on the display device of the at least responding one of the remaining ones of the computer

terminals and are transmitted immediately after being inputted.

For at least the reasons discussed above, claims 23 and 28 are allowable over the applied art.

Claim 30 is directed to a vehicular data exchange system adapted for use to exchange vehicular data relating to a trade-in vehicle of a prospective customer among a plurality of vehicle dealership users. Claim 30 recites that the vehicular data exchange system includes a plurality of computer terminals operative to transmit and receive the vehicular data (including the vehicular characteristics data units and vehicular financial data units) so that the plurality of vehicle dealership users are capable of transmitting to each other and receiving from one another both the vehicular characteristics data units and the vehicular financial data units. Further, claim 30 recites that the vehicular data is exchanged within a time period during which the prospective customer remains at the dealership.

It is respectfully submitted that none of the applied art, alone or in combination, teaches or suggests a plurality of computer terminals operative to transmit and receive the vehicular data (including the vehicular characteristics data units and vehicular financial data

units) so that the plurality of vehicle dealership users are capable of transmitting to each other and receiving from one another both the vehicular characteristics data units and the vehicular financial data units.

Furthermore, it is respectfully submitted that none of the applied art, alone or in combination, teaches or suggests vehicular data that is exchanged within a time period during which the prospective customer remains at the dealership. Thus, one of ordinary skill in the art would not be motivated to combine the teachings of the applied art because combining such teachings would not result in the claimed invention.

Claim 30 is therefor allowable over the applied art.

Claims 2, 5-8, 10, 21 and 22 depend from claim 1 and include all of the features of claim 1. Claims 24-27 depend from claim 23 and include all of the features of claim 23. Claim 29 depends from claim 28 and includes all of the features of claim 28. It is respectfully submitted that the dependent claims are allowable at least for the reasons the independent claims are allowable.

Furthermore, the dependent claims include features not shown in the applied art. For instance, claim 8 recites that the vehicular financial data units include an assessment price amount.

Withdrawal of the rejection is respectfully requested.

II. RESPONSE TO SECOND REJECTION

The Office Action rejects claims 12, 13, 17-20 under 35 U.S.C. § 103(a) as unpatentable over Giovannoli in view of Berent et al. The rejection is respectfully traversed.

Claim 12 is directed to a method of exchanging vehicular data of a vehicle and includes the steps of:

providing at least three computer terminals, each of the at least three computer terminals having a display device and operative to transmit to each other and receive from one another the vehicular data for display on respective display devices;

selecting any one of the at least three computer terminals as a data inquiring computer terminal;

deeming the remaining ones of the at least three computer terminals as data responsive computer terminals;

inputting vehicular characteristics data units of the vehicle at any time into the data inquiring computer terminal for display on its display device;

processing the vehicular characteristics data units immediately after inputting the vehicular characteristics data units by transmitting the vehicular characteristics data units to the data responsive computer terminals for display thereon; and

transmitting vehicular financial data units
immediately after inputting them into at least one data
responsive computer terminal.

Similar reasoning for allowance of claim 1 discussed above applies to claim 12. None of the applied art, alone or in combination, provides at least three computer terminals with each one at least three computer terminals having a display device and being operative to transmit to each other and receive from one another vehicular data for display on respective display devices; selecting any one of the at least three computers as a data inquiring computer terminal; deeming the remaining ones of the at least three computer terminals as data responsive computer terminals; and transmitting vehicular financial data units immediately after inputting them into at least one data responsive computer terminal.

Thus, one of ordinary skill in the art would not be motivated to combine the teachings of the applied art because combining such teachings would not result in the claimed invention. For at least this reason, claim 12 is allowable over the applied art.

Claims 13 and 17-20 depend from claim 12 and include all of the features of claim 12. Thus, the dependent

claims are therefore allowable over the applied art at least for the reason the independent claim is allowable.

Further, dependent claims include features not shown in the applied art. For instance, claim 19 recites that the vehicular financial data units include an assessment price amount.

Withdrawal of the rejection is respectfully requested.

In view of the foregoing, reconsideration of the application and allowance of the pending claims are respectfully requested. If the Examiner believes anything further is desirable in order to place the application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number listed below.

Respectfully submitted,

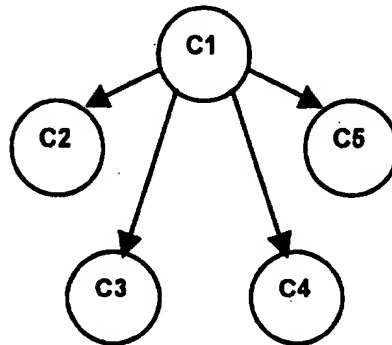


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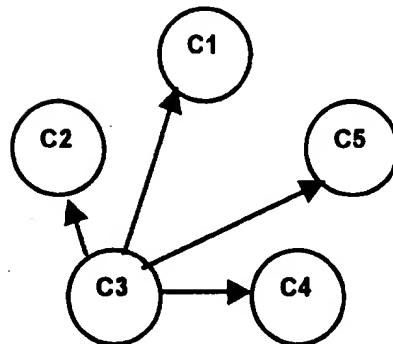
11700 Bishop's Content Road
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202-857-8925; Fax: 202-638-4810

Enclosure: Petition for Extension of Time (2 months)
Exhibit 1
Exhibit 2
Check # 570 for \$ 195.00
Amendment Transmittal
Filing Receipt
Notification of Change of Name and Address

Claimed Invention



Sample Scenario 1



Sample Scenario 2

Exhibit 1

not a drawing *[signature]*

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Prior Art Inventions

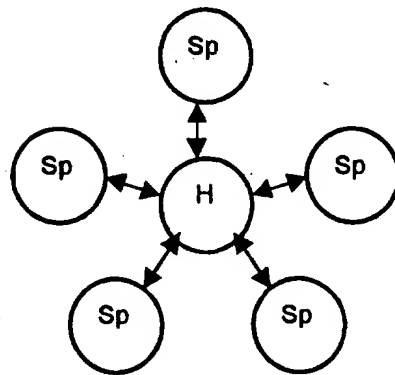


Exhibit 2

not a drawing *g*

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